

## The Chesapeake illustrated

### **The CHESAPEAKE ILLUSTRATED.**

PUBLISHED BY A. PARLETT LLOYD, B.S. BALTIMORE.

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The CHESAPEAKE ILLUSTRATED.

PUBLISHED BY A. PARLETT LLOYD, B.S.

BALTIMORE.

### **APPROXIMATE DISTANCES ON THE BAY.**

Baltimore to—

Fort Carroll 7 Miles.

North Point Tivoli 10 “

White Rock 11 “

North Point (proper) 13 “

Seven Foot Knoll 14 “

Mouth of the Magothy River 22 “

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Tolchester Beach (Kent County) 25 “

Chestertown, on the Chester 60 “

Pools' Island 30 “

Tally's Point (Bay Ridge) 28 “

Sandy Point Light House 29 “

Annapolis 30 “

Kent Point 36 “

Thomas' Point Light House 36 “

Turkey Point Light House 46 “

St. Michaels 56 “

Havre-de-Grace 58 “

Fair Haven (Herring Bay) 58 “

Chesapeake City 60 “

Sharp's Island Light House 60 “

Port Deposit 63 “

Cambridge (on Choptank River) 72 “

Oxford (on Third Haven) 61 “

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Cove Point Light House 73 “

Cedar Point 81 “

Point No-Point 97 “

Point Lookin 100 “

Point Lookout Light House 105 “

Smith's Island 110 “

Cape Henry Light House 187 “

Norfolk (on the Elizabeth) 200 “

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### **THE CHESAPEAKE BAY, ILLUSTRATED.**

HAVING seated ourselves, comfortably, on one of the magnificent steamers that daily leave dear old Baltimore to traverse the waters of our noble Chesapeake, we are prepared to inhale the exhilarating breeze, and with interest view the numerous attractions along her historic banks.

#### **FEDERAL HILL.**

As we float swiftly, but noiselessly along, probably the eye of the traveler will first be attracted by a beautiful and lofty bank on the right side of the river known, familiarly, as *Federal Hill*. Memory recalls the glorious, happy event, that not only illustrated American

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ingenuity, but gave an immortal name to one of Baltimore's most prominent land-marks. In July, 1788, in honor of the ratification of the Constitution, a grand procession of merchants, 4 seamen, tradesmen and others was formed, a prominent feature of which was a small, but fully rigged shipped, called the “ *Federalist*, ” mounted on wheels and drawn by horses. After being paraded through the principal streets the boat was finally “ *anchored* ” on this spot. And thus it was from this ingenious contrivance of Capt. Barney that a name was given to one of our most illustrious places of historic interest. During the late civil war *Federal Hill* was occupied by General B. F. Butler. Massive bulwarks were thrown around the crown of the hill and about fifty guns were ever ready for immediate action.

Next claiming our notice is the *Boston Steamship Pier*, on the left bank of the river, foot of Long Dock. From this pier magnificent steamships are continually leaving for Boston, (via Norfolk), Providence and Savannah. Our attention is now attracted by the immense building formerly known as Calvert Sugar Refinery.

### MARINE TERMINUS B. & O. R. R.

In a short time the traveler will observe on the opposite bank of the river, the works of the *Maryland Fertilizing Company*, and soon he is abreast of what is Well known to all Baltimoreans as *Locust Point*. This is, indeed, valuable 5 land, situated on the south bank of the Patapsco at the northern extremity of Whetstone Point, it was formerly important solely on account of its coal trade. But time has wrought a change, for magnificent ocean steamers find here convenient piers in what was once dirty, coal-be-grimed and otherwise unsightly wharves. The docks being 100 feet wide are capable of accommodating several vessels at once. To encourage the grain trade, the enterprising Baltimore and Ohio Railroad Company have built two immense grain elevators; the capacity of which is over 2,000,000 bushels of grain. There is in construction on the same side of the river one of the largest dry docks in the United States.

### GARDNER'S ELEVATOR.

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Almost immediately opposite, at the extremity of *Fells Point*, are numerous wharves, docks and warehouses belonging to the *Northern Central Railroad*. This energetic company, ever ready to improve its shipping facilities and

### FORT McHENRY.

6 advance the interests of Baltimore, have built three immense *grain elevators*. The most conspicuous of these is situated in deep water and is 660 feet long and is capable of holding 600,000 bushels of grain.

And now we are within sight of the most prominent and historically interesting place that meets the eye of the excursionist— *Fort McHenry*. This important post was named in honor of Col. James McHenry. During the revolutionary war it was quite formidable and did considerable service, but the grandest epoch in her history is the 12th and 13th of September, 1814, the time of the terrible bombardment by the British. Doubtless the history of her glorious resistance is familiar to all our readers; surely *all* true, patriotic Americans are aware that during this frightful engagement, Francis S. Key wrote the “Star Spangled Banner.”

Opposite Fort McHenry is *Lazaretto Light House*. From this point to the extremity of Whetstone Point, an imaginary line may be drawn defining the city limits. We are now fairly on the Patapsco; the branches having met, the river perceptibly widens.

Looking to our left, about two miles inland, and a little back of us, we have a fine view of the *Baltimore City Almshouse*, otherwise Bayview Asylum.

### BAYVIEW ASYLUM.

This building was erected at a cost of over half a million of dollars, and is surrounded by forty-six acres of rich, cultivated land.

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On the same side but near the river bank is a popular resort known as *Riverside View*, and a long, brown, peculiarly built *elevator*.

Opposite and near the northern extremity of dear old *Anne Arundel County* is the *Marine Hospital*. Foreign vessels seeking to enter the port of Baltimore are compelled to stop within what is called the "line of quarantine." The vessel is examined by medical authorities, and if all on board are found free from contagious diseases the boat is allowed to enter the city harbor; if not, the sick are consigned to the *Marine Hospital*, the vessel fumigated, and sometimes, when it is found necessary, her whole cargo unloaded before she is allowed to leave Quarantine Station.

A short distance further, on the *Anne Arundel* side, we note the mouth of *Curtis Creek*; and at a distance of one mile, *Hawkins Point Lighthouse*. This is about seven miles from Baltimore and is built in six feet water with white fixed lights.

*Bear Creek* indents the shore of *Baltimore County* almost immediately opposite.

Nearly in the middle of the river is a large but useless fort, dignified by the name of *Fort Carroll*, but never being called into action it sank into insignificance.

### YACHTING

This structure, although never completed, was commenced a few years prior to the late war, and designed as a defence to the harbor of Baltimore. In an architectural point of view it was just what was wanted; presenting as it does eight perforated granite sides or fronts, and would seem an impossible barrier to any invading foe.

But the experience in the late war and the improvements in the art of gunnery have satisfied the Government that it could not resist a formidable attack. The structure therefore was never completed.

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Grand in its conception, and a masterpiece of engineering, it was constructed by the late General Robert E. Lee, of the Confederate Army, who was then an officer in the U. S. Service.

Fort Carroll is now used as a Government Lighthouse.

Near the Anne Arundel shore some immense rocks project from the water.

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Inland from these there was formerly a celebrated summer resort called, very appropriately, *White Rock Retreat*.

On the Baltimore County side, directly opposite, is an arm of the river called *Old Road Bay*, bordering on which there is a magnificent grove of trees. Need we mention that this is a beautiful and popular resort, and was once called *Holly Grove*, and that it has now received the more suitable name of *North Point Tivoli*? For several years crowds of thoughtless pleasure seekers have sought the sylvan shades and romantic scenery of Holly Grove, all unconscious that they were near the hallowed ground of *North Point*. Now

### COASTWISE STEAMSHIP.

the woods and glens resound to laughter and merriment where little less than a century ago, General Ross, flushed with his success in the National Capital, disembarked with his 9000 men, hoping to make a successful entrance into Baltimore and march triumphantly through Maryland. But he was met by a Band of heroes, as superior in bravery as they were inferior in number, determined to die, if need be, in defence of their firesides; but to lose their lives dearly. The whole number of Americans did not exceed 3200 men, and of these but 1700 were engaged when General Ross was killed and his successor, General Brooks, withdrew his army. A small remnant of the "Old Defenders," in our city, still celebrate the anniversary of their glorious repulse of the invading force; but the Great Reaper has spared but few, and as they now gather together on the 12th of September,

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the silvery locks, attenuated frames and palsied limbs bear but slight resemblance to the gallant soldiers of 1814. Death will soon call hence the last of the noble band; but their memory will be a sacred legacy to their country.

The attractions of North Point Tivoli are indeed numerous. A large and handsome pavillion; a first-class Restaurant; beautiful shady walks afford true pleasure for the “merry lads and lassies” that daily throng this pleasant Summer Resort; while swings, flying horses, and other sources of amusement delight the little ones. It seems to be the earnest endeavor of the Proprietor, Mr. Frank Debelius, to please his patrons in every possible manner.

Two magnificent government lighthouses have recently been erected at the extremity of North Point proper.

And now we are upon the glorious old Chesapeake! \* As the traveler scans the surrounding surface of the bay, a lighthouse, called the *Seven Foot Knoll*, appears at no great distance. How lonely, how deserted, but yet how wakeful must be the keeper of that solitary light! Let us fancy ourselves in this lone, seemingly-forsaken place during the long dreary nights of winter, surrounded by an almost impassable barrier, and miles from civilization, trembling with fear lest the huge blocks of ice that gather about and driven by the wind shake the dwelling, should demolish the seemingly weak and fragile frame that supports us!

\* Passengers for up the bay can omit to page 21.

After passing old *Bodkin Point*, four miles of cultivated land and *Gibson Island*, we have on the Anne Arundel side, *Stony* and *Persimmon Points* guarding the mouth of the *Magothy River*. While immediately opposite we have the entrance to the *Chester River*, the southern boundary of Kent County.

Since numerous excursionists and other travelers are continually leaving Baltimore on a trip to the charming village of *Chestertown*, and not knowing 10 but what our reader



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may be one of these, we will take a cursory view of the town, apologizing to the patient reader should he be bound for a more distant resort. A ride of about 25 miles up the beautiful Chester River brings us to the country seat of Kent. Chestertown is 60 miles from Baltimore and has a population of 2,000. The inhabitants are noted as a generous, hospitable and industrious people. The venerable Washington College, (organized 1783), is within ten minutes walk from the steamboat landing. This is an institution of

TOWBOAT, WITH FLOTILLA OF CANAL BOATS IN TOW.

great merit. Near the college is a beautiful burial place called Chester Cemetery. Large warehouses and magnificent dwellings tell us that rich merchants and retired men appreciate the advantageous and picturesque situation of Chestertown.

But continuing our course on the Chesapeake. After leaving the Chester and Magothy rivers we next, on the western side, pass the brown lighthouse of *Sandy Point*. The country along the shore is really beautiful and shows marked signs of cultivation. Entering *Annapolis Roads* and passing *Greenbury Point* and *Fort Madison*, we rapidly approach the quaint, old-fashioned city of *Annapolis*, the Capital of Maryland. This has been very appropriately called 11

SEA BOUND SHIP.

the "sleeping city." Even the arrival of a boat load of excursionists fails to rouse the inhabitants from their lethargy. Over every spot broods an air of quiet and antiquity. The old, dark red, English bricks and irregular streets seem to scorn the idea of "modern improvement" as an innovation. The surroundings tell us plainly we are upon historic grounds. Those old buildings once reflected the flames that consumed the "*Peggy Stewart*." Here the Maryland Convention met in the early struggle for the Independence of the Nation. Most appropriate indeed it is to have the Naval Academy here, that the future defenders of our country may be educated amid these patriotic memories. Annapolis was settled by Puritans. It was formerly called Proctor's Town, and afterwards Anne Arundel Town, but in 1708 received charter under the name of Annapolis. The Statehouse is near

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the centre of the city and from it many streets diverge. The building is nearly two hundred feet high and commands a fine view of the surrounding country, and forty or fifty miles of the bay. Annapolis is about thirty-five miles from Baltimore, has a population of 10,000, and is beautifully situated on the south bank of the Severn River. A visit to this picturesque city and a trip up the Hudson of

STATE HOUSE OF MARYLAND.

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SCENE ON THE SEVERN RIVER.

Maryland to Round Bay, on one of the magnificent steamers that so often leave our city for this retired resort, will amply repay itself.

Leaving Annapolis Roads on our trip further down the Bay we pass what was formerly known as *Tally's Point*. Although naturally the most suitable site for a Summer Resort, it was not fully appreciated until a few months ago when the “ *Chesapeake Steam Navigation and Hotel Company* ” made a survey of the place, and became fully convinced that with a few generous expenditures Tally's Point would become the most popular of all Baltimore Bayside Retreats.

Tally's Point, or *Bay Ridge* as it is now called, comprise a tract of land 146 acres in area, has all the advantages of the sea shore, and a hotel on a bluff seventy feet above the Bay. *Lake Ogleton*, a placid sheet of water, forms the western boundary of the property. This beautiful lake, which is entirely sheltered from the boisterous winds by magnificent woodlands, affords delightful boating and fishing for the more timid excursionists.

Avenues are being laid out, neat little cottages are being erected, while summer houses, pavillions and other attractions of first-class summer resorts already enliven the place. Everything seems to tell us that the permanency of *Bay Ridge* is a matter of little doubt.

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Music will be furnished during the season by the Naval Academy Band. Distance from Baltimore, 28 miles; time, 2 hours.

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*Kent Island* immediately opposite lies due west of Queen Anne's County. This is the largest island in the bay, being about 15 miles long. 'Twas here that the first white settlement in Maryland was made.

The soil being level, fertile and easily worked, fine and flourishing farms abound. Oyster dredging is an important source of employment.

Now we are nearing a beautiful but lonely lighthouse, (very much resembling Seven Foot Knoll, only the superstructure is white and lantern red), situated on a shoal near Thomas' Point, at the mouth of the South River.

After passing the mouth of *West River* and *Horseshoe Point* on the same side, we are opposite the entrance to the Eastern Bay, the southern boundary of Kent Island. A sail of about twenty miles up this inland bay and the River St. Michaels will bring the traveler to a village also called *St. Michaels*, an attractive little town fifty-six miles from Baltimore, with nicely paved sidewalks, street lamps and numerous religious and educational institutions. Out of the population of 2000 persons the stranger finds numerous kindly disposed and courteous natives. Fruit, oysters and fish abound, making St. Michaels a delightful resort for excursion parties and visitors for a longer period. Ship building is becoming quite an important industry in this sprightly retreat.

Eight miles south-east of Horseshoe Point, on the Anne Arundel shore, is the beautiful and fashionable resort known to all Baltimoreans as *Fair Haven*. Fair Haven is delightfully situated near the mouth of Herring Creek. On account of the shallowness of the channel the boat approaching or receding from the wharf has to take a very round-a-bout course, affording a fine opportunity to view a few acres of the surrounding undulating, though

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cultivated farm-lands. The *Hotel* is a large building with accommodations for numerous guests who find here nearly all the attractions of the seashore. A few bath-houses have been erected.

After passing *Holland Point* and *Hog Island* we become conscious that we are fast receding from the familiar shores of dear old Anne Arundel. But our sadness is soothed by the thought that noble little Calvert will take its place.

*Calvert County*, is one of the smallest in the State, being but 32 miles in length, averaging about 7 mile in width, and containing only 235 square miles. Tripoli, an excellent polishing material, is found in large deposits on 14 the Patuxent River. The soil is soft, somewhat clayey and well adapted to the growth of corn, tobacco and wheat. Immense quantities of fish and oysters are shipped to Baltimore and northern markets. This county extends along the bay for about thirty miles.

A sail of six miles after leaving the shore of Anne Arundel will bring the traveler abreast of a hexagonal, screw-pile lighthouse, built in 7½ feet water. This building is near the north end of Sharp's Island and marks the entrance to *Choptank River*. It has a brown foundation, white superstructure and brown roof.

### AN EUROPEAN STEAMSHIP.

Excursionists are continually leaving Baltimore, which after taking the same course we have followed, enter the fair and beautiful Choptank River, and after a sail Of nearly twenty miles arrive at the county-seat of Dorchester, otherwise *Cambridge*. Dear, antique Cambridge! How interesting is the architecture of many of her houses, the material of which, we learn, in many cases, was brought from the Old World. However, she is rapidly becoming modernized, and is growing faster than any other Eastern Shore Town. Her excellent facilities for transportation, together with the industry of her inhabitants are the key-notes to her success. The town is illumined by gas and has been incorporated. Formerly, a beautiful grove of willow trees enhanced the beauty of the ground surrounding

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the court-house, where excursionists enjoyed 15 the cool shade and refreshed themselves with a draught from a delightful spring. But, alas! a hurricane in 1876 swept over Cambridge and dealt death and destruction to the magnificent grove.

Population 3,000; distance from Baltimore 72 miles.

If we had entered the Third Haven River, (a short distance from the Choptank,) we would, ere this, have arrived at the flourishing little town of *Oxford*. This beautiful and attractive retreat is situated on the east bank of the Tred Avon or (Third Haven) River, and is about 8 miles distant from the mouth of the Choptank. It has a population of over 500 and is one of the most important places in Talbot County. The surrounding country shows marked signs of cultivation; and the soil is very fertile. Oxford is a very pleasant watering place and summer resort. The swift and ever popular steamer Saml. J. Pentz has, for a few years past, been making attractive trips to this flourishing little village. The Hotel, known as the *River View House*, has recently been refitted and newly furnished, affording agreeable accommodations for those wishing to stay for a longer period at this desirable resort.

### A STORM AT SEA.

To resume our trip on the Chesapeake, probably the first thing of peculiar interest after leaving the vicinity of Sharp's Island will be *Cove Point Light-house*. 16 This is a white brick tower with black lantern; it has a fixed white light varied with white flashes.

A ride of four miles farther south and we are opposite the mouth of the Patuxent River, the southern boundary of Calvert County. Slowly we leave the fair banks of Calvert behind us, and a sharp cape called *Cedar Point* introduces us to the most ancient county of Maryland, called *St. Mary's*. The soil is slightly hilly and undulating; but as we proceed southward it becomes low and level. Tobacco and corn are the principal crops.

After sailing for about fifteen miles we pass *Point No-Point*, and four miles farther *Point Look-in*. Soon we are near the famous watering place, called appropriately, *Point Look-*

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out, at the extremity of which is a lighthouse. The light is white and on the keeper's dwelling, which is also white with red roof to the lantern.

### THE CAPITOL OF THE UNITED STATES.

On the same side we have now the entrance to the beautiful Potomac River the southern boundary of Maryland, and the marine highway to the National Capitol. Here the Chesapeake is about 15 miles wide, and we now have on our left a large island known as Smith's Island, behind which is the Tangier Sound.

Gradually the shores of Maryland recede and the sunny banks of *Virginia* meet the eye. *Smith's Point Lighthouse* is the name of a screw-pile structure 17 in twelve feet of water on a shoal east of the entrance to the Potomac. Almost immediately opposite is the mouth of the *Pocomoke River* and the commencement of the sound of the same name. After passing *Windmill* and *Stingray Points* on our right, we command a fine view of the entrance to the *Rappahannock River*. *Cherry Point* and a small town called *Matthews* are passed on the same side; while on the opposite bank is the beautiful little town of *Eastville*. A ride of a few miles brings us near the historic *York River*. *Yorktown*, the site of the surrender of Cornwallis to Washington, is on the south bank of this river, at no great distance from its mouth. But our vessel glides swiftly along and we can linger no longer on thoughts of the interesting revolutionary struggle.

*Fortress Monroe*, prominently situated near the eastern extremity of *Old Point Comfort*, is in a short time reached. It did considerable service during the late war; but its history is so well known that it needs no further comment here.

Though passing somewhat hurriedly the largest military post on the Atlantic Coast, we will linger a little longer on the other attractions of Old Point Comfort.

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In the early part of the 17th century, Captain Newport, driven by a severe storm, sought refuge in the waters of the Chesapeake. Appreciating the refuge he found behind this friendly cape, he named it *Point Comfort*.

If, as we have just said, it could be appropriately called so flattering a name two hundred and fifty-four years ago, how much more richly does it deserve so honorable a title now with its magnificent hotel, bath-houses and Government improvements!

Probably the principal attraction at present of Old Point Comfort is the Hygeia Hotel, a well conducted and very capacious Summer and Winter resort.

Nearly in the middle of the bay is *Fort Wool*, more generally known as the *Rip-Raps*. This is now used as a Government Arsenal.

Knowing that many of our readers will be en route for the cosy little City of Norfolk, we will take a cursory view of that promising place and its marine approaches.

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After leaving Old Point Comfort we enter *Hampton Roads*, the site of the most important naval engagement fought during the late war, a brief sketch of which may prove of interest to our readers.

On the morning of March the 8th, 1862, the Confederate frigate, generally known as the *Merrimac*, steamed into Hampton Roads. This vessel had been formerly the finest in the service of the United States; but when the Navy Yard at Norfolk was abandoned, the Confederates gained possession. Determined to make her "Monarch of the Seas," they razed her deck and fitted a sloping roof, plated with four and a half inch iron, until at last she presented the appearance of a floating fort.

Slowly the Merrimac steered towards the sloop-of-war, *Cumberland*, pouring with wonderful rapidity her huge cannon balls at that ill-fated vessel, whose gallant crew

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struggled bravely to defend her against the terrible and almost incessant fire. A hopeless task, indeed, for but a few hours afterwards the Cumberland sank beneath the waves.

But in the beautiful language of Longfellow:—

Next morn as the sun rose over the bay, Still floated our flag at the main-mast head. Lord, how beautiful was Thy day! Every waft of the air Was a whisper of prayer, Or a dirge for the dead!

Sunday morning had hardly dawned when the Merrimac returned from Norfolk Harbor, expecting an easy victory over the remainder of the Union fleet. Steering directly for the *Minnesota*, she was startled by the appearance of a queer little vessel. This was the invention of Captain Ericsson, and called the *Monitor*.

A terrific engagement ensued, in which the plucky little “Yankee Cheesebox,” as the *Monitor* was contemptuously called, proved too much for the huge iron monster, which, being somewhat damaged, steamed back to Norfolk.

Upon entering the Roads, probably the first thing to attract our attention will be the magnificent edifice and grounds of the *Soldiers' Home*, situated 19 near which is the *Normal Academy and Agricultural School* for the education of Indian and colored persons.

A beautiful but lonely light-house painted white and situated in deep water, marks the extremity of Hampton Roads.

Here the waters of the *James and Elizabeth Rivers* mingle with those of the Chesapeake.

Taking a southerly direction we enter the latter, beautiful river.

After passing *Craney Island* on our right, our attention is attracted on the same side of the river by the handsome grounds and fine building of the *Marine Hospital*, while on the other



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side we pass *Fort Norfolk*, and have a fine view of the new *Cotton Factory*. The town on our right is called *Portsmouth*, and is a very thriving little city of nearly 20,000 inhabitants.

Opposite Portsmouth is *Norfolk*, "the future metropolis of Virginia."

Norfolk, was settled in 1683, incorporated as a borough in 1738, and became a city, February 13, 1845. About 800 acres are embraced at the present time within the city limits. It is delightfully situated on the Elizabeth River, 8 miles from its mouth, is said to have the finest harbor in the United States, and has a climate unsurpassed by any city on the Atlantic Coast.

Had we continued our course on the Chesapeake, we would have passed a beautiful new resort known as "*Ocean View*." This delightful watering place is but a short distance from Norfolk, and may be reached either by railroad or carriage. It has a magnificent beach and looks out upon the ocean through the capes.

The rough and rugged promontories at the entrance of the bay were named *Capes Charles* and *Henry* by Captain Newport in honor of the two sons of King James.

Fifty-five or sixty miles from the capes the *Gulf Stream* flows, aiding the "Merry Mariner" and exerting its wonderful influence over the climate of Eastern America and Western Europe.

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Now having at last reached the boundless Atlantic, we fully realize that:

"We have left the still earth for the billows and breeze, 'Neath the brightest of moons on the bluest of seas, We have music, hark! hark! there's a tone o'er the deep Like the murmuring breath of a lion asleep. There's enough of bold dash in the rich foam that laves, Just to whisper the slumber-wrapt might of the waves; But yet there's a sweetness about the full

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swell, Like the song of the mermaid—the chords of the shell. Oh! well may our spirits grow wild as the breeze, 'Neath the brightest of moons on the bluest of seas!"

### **“UP THE BAY.”**

*Tolchester Beach*, the nearest and probably the most popular of all the “Up Bay,” or more properly speaking “Across the Bay” resorts, is situated on the Eastern shore, and nearly opposite the mouth of the Patapsco. It is about 25 miles from Baltimore, and through the summer is reached twice daily by the Steamer Pilot Boy. The principal attraction at Tolchester is the excellent bathing beach. The western winds which prevail in the summer blowing over an expanse of 20 miles of salt water, and excellent perch fishing are Nature's contributions to Tolchester. A large new dining-room and restaurant

### **TOLCHESTER BEACH.**

with piazzas 130 feet long, commanding a fine view of the bay, has been erected. Several large pavillions prettily located in woods and on the bluffs, rustic bridges, shooting galleries and ten-pin alleys, and above all, gentlemanly and self-respecting people in charge of all departments combine to render this trip one of the most delightful leaving Baltimore. Special conveniences are arranged for ladies and children, while the attractions for the younger generation are all amply provided by the proprietor, Mr. W. C. Eliason. The management is to be congratulated on the *select* excursion parties that daily visit their attractive retreat.

After passing Tolchester Beach the next feature of interest will be on our left, and is a small island near the mouth of the Gunpowder River, known by the suggestive name of *Pool's Island*. This desirable place for a summer resort is two miles from Harford County shore and four miles from the shore of Kent County. It contains 280 acres, 200 of which are in a high state of cultivation. Some six years ago 7000 peach trees were planted which now are in full bearing. Fishing, crabbing, gaming and sea-bathing are among its attractions. After passing the island the bay becomes gradually more narrow until we are

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off *Howell's Point* and nearly at the mouth of the *Sassafras River*, where it is only about three miles in width. As we near the beautiful and commercial *Elk River*, (4 miles distant,) the Chesapeake suddenly widens.

### SCENE NEAR THE ELK RIVER.

The *Ericsson Line of Steamers*, plying between Baltimore and Philadelphia, pass up along the Elk River, thence into *Back Creek* and enter the locks of the *Chesapeake* and *Delaware Canal* at *Chesapeake City*. This town is advantageously situated on the Elk River, 60 miles from Baltimore and the same distance from Philadelphia, and has a population of 500.

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*Turkey Point* is situated on the north side of the entrance to the Elk River. A white, stone-tower lighthouse, with white light, is situated at the extremity of this prominent landmark. Immediately opposite is a large island called *Spesutia*. A ride of a few miles further brings us to the cosy little city of *Havre de Grace*. This town is beautifully located near the northern extremity of the Chesapeake, and on the south bank of the Susquehanna River. Wide streets, neat and beautiful houses with fragrant gardens attached, and the harbor, which has been compared with that of Rio de Janeiro, the most beautiful in the world, tell us that the inhabitants are a wide awake, energetic and commercial people. Population 2,000.

But one more place remains to be spoken of, and that is the rock and river bound, healthy little city called *Port Deposit*. This is the most important town in Cecil County, and is situated on the Susquehanna River nearly five miles from its mouth. Immense rocky cliffs rise, perpendicularly, to the altitude of one and two hundred feet. So compressed is the town that but two streets run parallel with the river. Port Deposit has three public schools and a population of 2,200.

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Having journeyed o'er the peaceful waters of the Chesapeake, and having seen the principal attractions of Old Mother Earth, let us wait no longer for

THE END

TO TOLCHESTER BEACH PARK AND LAKE.

THE STEAMER "PILOT BOY," Leaves Baltimore from Pier 9½ Light Street.

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For further particulars, apply to W. C. ELIASON, on the Steamer Pilot Boy, Baltimore, June 1ST, 1880. PIER 9½ LIGHT STREET.

BAY RIDGE! BAY RIDGE!

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FORMERLY TALLY'S POINT.

THE CAPE MAY OF MARYLAND, BALTIMORE'S NEW RESORT.

**EXCURSIONS TWICE DAILY**, By Palace Steamer Theodore Weems.

**THE MOST ATTRACTIVE OF ALL SUMMER RESORTS.**

A SUPERB BEACH, EXCELLENT BATH-HOUSES, A MAGNIFICENT HOTEL, conducted on both the American and European plans; SEASHORE AND COUNTRY ATTRACTIONS combined, THE NAVAL ACADEMY BAND, and everything pertaining to a first-class resort.

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